

**Sacramento Regional Nonattainment Area Rate-of-Progress SIP**  
**On-Road Motor Vehicle Emissions Budgets**  
(tons per day, summer planning inventory)

	2008	
	ROG	NOx
<b>EMFAC 2002 Projections</b>	41.15	76.77
<b>Benefits of State On-Road Measures Not in Baseline</b>	-0.83	-1.39
<b>Benefits of Local Measures that Reduce On-Road Mobile Source Emissions: -Engine Programs*</b>	-0.13	-1.00
<b>Total:</b>	40.19	74.38
<b>MVEB Budget**</b>	41	75

\* Includes estimated benefits in 2008 of "chip reflash" funded by SECAT program.

\*\* The convention is to round budgets up to provide a margin for differences that may occur in subsequent emissions estimates from conformity determinations that are due solely to rounding or computational incongruities.

**Benefits of State On-Road Mobile Source Measures Not Reflected  
in EMFAC 2002 Baseline**

Measure	Emission Reductions in 2008		Source Category
	ROG	NOx	
Controls for Refuse Haulers	0.08	0.17	Heavy-duty diesel trucks
Smog Check Program Changes*	0.75	1.22	Light and Medium-Duty Vehicles
<b>TOTAL</b>	<b>0.8</b>	<b>1.4</b>	

- \* Adjustments from Smog Check Program changes include:
- Benefits from areas added to Enhanced Smog Check Program,
  - Benefits from loaded mode testing for heavy-duty gas trucks,
  - Benefits from eliminating the 30-year rolling exemption, and
  - Disbenefits from increasing new car exemption from 4 to 6 years.